

This record is a partial extract of the original cable. The full text of the original cable is not available.

220833Z Sep 04

UNCLAS ROME 003647

SIPDIS

STATE FOR IO/T  
MONTREAL FOR USICAO  
FAA HQ FOR MICHELLE WESTOVER (TA)  
BRUSSELS FOR PAUL FELDMAN

E.O. 12958: N/A

TAGS: AORC EAIR IT ICAO

SUBJECT: ICAO - ITALY'S ADDITIONAL RESPONSES TO BUDGET AND  
KEY U.S. ISSUES

REF: A. SECSTATE 184650

1B. SECSTATE 168348  
1C. ROME 3459

11. Italy's civil aviation authority (Ente Nazionale per  
L'Aviazione Civile (ENAC)) Deputy Director Salvatore  
Sciacchitano provided Econoff with the following additional  
written responses (in English) to Ref A and B points.  
Embassy has edited the text for readability.

12. Begin text

-We agree that the feasibility of further reductions in the  
ICAO budget has to be examined. Most nations, Italy  
included, are doing the same in their national budgets.  
Nevertheless, we believe that a balance should be found so  
that the ICAO's work on aviation security and safety, for  
example, continues to support member states in the present  
severe contingency.

-On USOAP, we agree on all measures aimed to increase  
transparency and ensure high standards in the conduct of the  
audits. The validation of Contracting States' statements is  
a delicate matter with important political implications.

-We are looking forward with great interest to the ICAO  
Assembly discussion on regional safety oversight  
organizations. At the same time, we wish to underline the  
beneficial aspects of the Universal Safety Oversight Audit  
Program under the auspices of the Organization.

-The environment is a key issue for Italy and we are ready to  
consider in depth all solutions of benefit to the environment.

-We support the ICAO policy that Flight Information Regions  
(FIRs) should be defined on the basis of technical and  
operational considerations. The relevance of ATM for safety  
and operational efficiency of air traffic has suggested in  
Italy a restatement of the organization on the matter with a  
clear distinction between regulatory and operational  
aspects.(stet) According to a very recent Government Decree,  
all regulatory aspects of civil aviation, including ATM, are  
under the competence of the Italian Civil Aviation  
Authority--ENAC--who certifies and controls the operational  
activity conducted by separate Agencies.

-However, all the above mentioned positions are to be  
coordinated within the EU.

End text.

SEMBLER

NNNN  
2004ROME03647 - Classification: UNCLASSIFIED